# GEOGRAPHIC NEWS BULLETINS

*Published Weekly by*

THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated under the Federal law as a non-commercial institution for the increase of geographic knowledge and its popular diffusion.)

General Headquarters, Washington, D. C.

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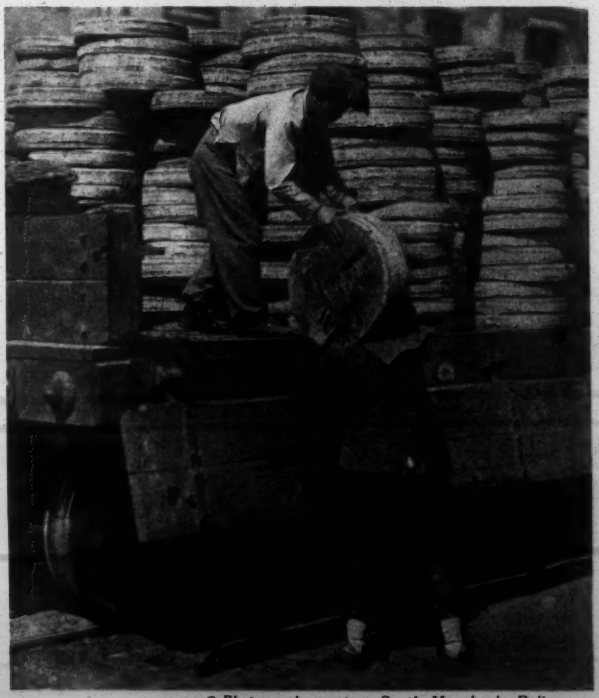

*© Photograph courtesy South Manchuria Railway*

**THESE ARE CAKES, NOT GRINDSTONES!**

Chinese coolies unloading huge soy-bean wafers at Dairen, busy modern port and gateway of Manchuria. Italy now consumes soy-bean flour in macaroni (See Bulletin No. 5).

**HOW TEACHERS MAY OBTAIN THE BULLETINS**

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

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## India: A Peninsula, and a Patchwork of Political Units

WHAT is India—the India of weeks of conference table discussion in London?

India is a peninsula, not a political unit. Rather, it is the most perplexing collection of states in the world, and the home of one-sixth of all the inhabitants of the world.

On the map India seems only a small projection from the huge bulk of Asia. But its 1,542,000 square miles of area (without Burma) make it more than half the size of the United States of America. The lofty Himalaya Mountains, arching across its northern frontier, fence it off from the rest of Asia; and the seas on its two other sides complete its isolation.

Into this huge, detached triangle are crammed three hundred million people—more than two and a half times as many as dwell in the United States—who represent many races and who speak some 200 different languages. From its sea level, tropical south to its lofty, snow-capped north, India runs a gamut of climatic conditions. Thus in size, population, isolation, and diversity of human material and climatic aspects, India might almost be considered a continent in itself.

Governmentally, the peninsula is a veritable crazy-quilt of presidencies, states, provinces, protectorates, tribal areas, and foreign patches. The native states, covering a large part of the area of the peninsula, are not British governed, but are considered to be a part of the British Empire. Some fragments of territory are owned outright by foreign nations. These include 200 square miles of French territory in five separate colonies, along the east and west coasts; and 1,461 square miles of Portuguese territory in four areas on the western side of the peninsula (see illustration on preceding page).

### British India—and the Rest

A map of India showing in red the territory wholly governed by Great Britain, and in a lighter shade the native states, gives a good picture of the general governmental situation. British India—the directly British governed territory—is a matrix like the dough of a plum pudding; embedded in the British "dough," and cemented together by it like the large and small bits of fruit in a pudding, are more than 500 native states of varying degrees of importance and independence.

Although there has been much written of a "Dominion status for *India*" and *"Indian* self government," the discussions in London of possible changes have related almost wholly to *British India*—the irregular matrix which is subject directly to British law.

British India embraces about 70 per cent of the area and 80 per cent of the population of the peninsula. This scattered British realm is equal in area to six times the area of Texas, while the population is twice that of the entire United States.

This territory which Britain governs directly is divided into 14 provinces. (Burma, at present classed as a part of British India, is the fifteenth province.) Eight of the provinces in the peninsula are large enough and populous enough to be comparable to important nations of Europe. Thus, the smallest, Assam, is larger than Greece; while the largest, Madras, is almost as large as, and considerably more populous than Poland.

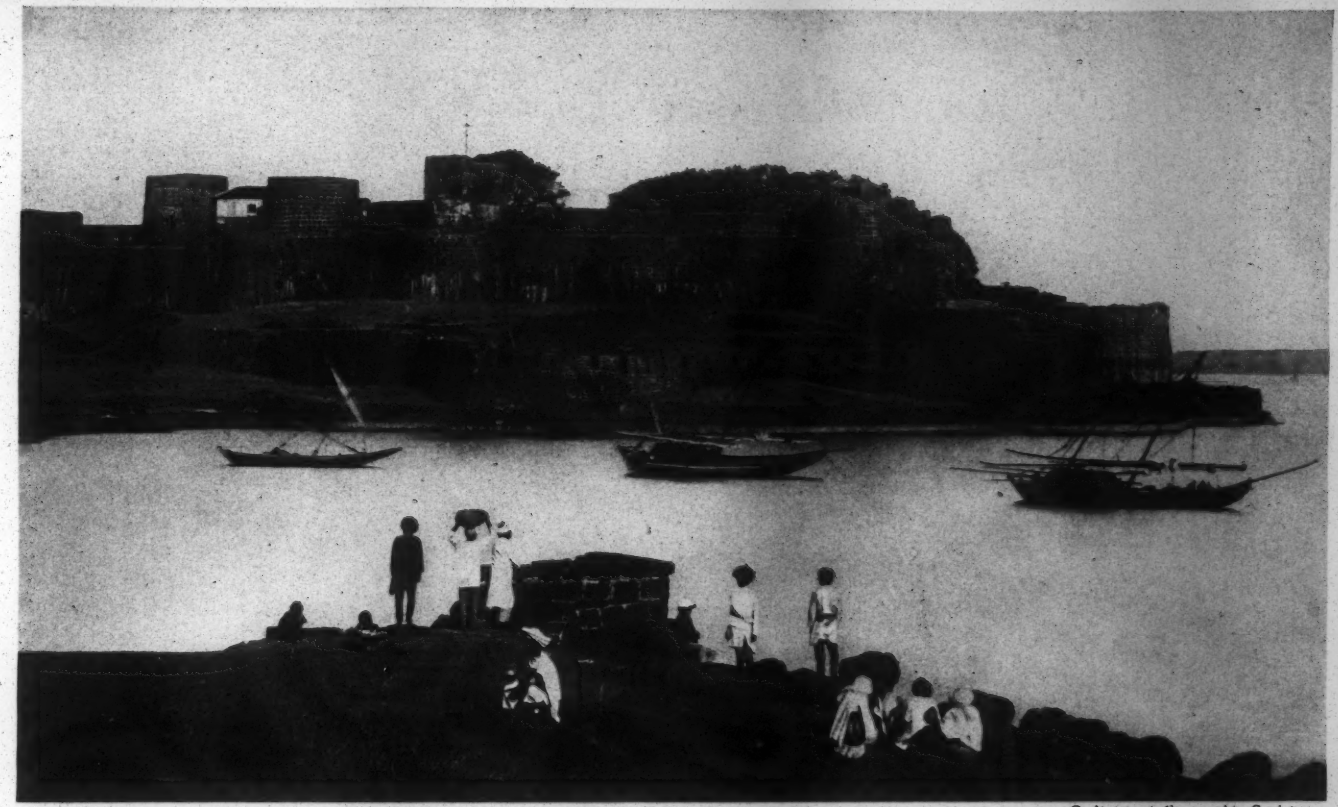
The governors of these eight important provinces (and Burma) are appointed by the British King-Emperor. The eight chief provinces of the peninsula are: Assam, Bengal, Bihar and Orissa (combined), Bombay, Central Provinces and Berar (combined), Madras, Punjab, and the United Provinces of Agra and Oudh.

### Governor Has Great Power

The governmental machinery of the provinces, as well as that of British India as a whole, is probably as complicated as that of any state in the world. The chief executive of British India is a Viceroy or Governor General appointed for a five-year term by the British crown. Assisting him is an executive council of seven members also appointed by the crown for five years. Three of these are Indians.

Attached to the central government is a Lower House, or Legislative Assembly, and an Upper House, or Council of State. But over these bodies the Governor General has an absolute veto; and furthermore he even has the power under certain circumstances to enact a bill himself if either or both houses reject it.

The six minor provinces of British India are administered by the central government somewhat as the territories of the United States are administered. They are the Northwest Frontier Province, British Baluchistan, Ajmer-Merwara, Andaman and Nicobar Islands, Coorg, and the Delhi Enclave. The latter, embracing the official capital of India, is comparable to the District of Columbia in the United States.



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**A REMINDER OF PORTUGAL'S ANCIENT POWER AT GOA, INDIA**

**Considering their tiny ships and primitive weapons and equipment, the wealth and strength of their Arab and Indian enemies, and remembering the long, perilous sea voyage around Africa, Portugal's fifteenth-century conquest of the East must stand for all time a brilliant chapter in the annals of world exploration. Goa is a little niche in the west coast of India which still belongs to Portugal (See Bulletin No. 1).**

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## Splitting the Second To Meet the Needs of a New Age

WHEN Captain Malcolm Campbell, British racing driver, set a new world's automobile record on the smooth, hard beach of Daytona, Florida, the second had to be split to discover just what the record was.

Roaring down the sands in his big Bluebird machine Captain Campbell became the first man in the world ever to attain a speed of four miles a minute in other than an airplane. Official timers with stop watches announced that his exact speed was 245.733 miles an hour, this being an average of two trips over the measured mile, one in each direction. Captain Campbell's Bluebird ate up the first mile in 14.60 seconds, and, after turning around, returned in 14.70 seconds.

### Second Hand Comes First

Clocks and watches are changing their faces to keep up with a civilization that whirls onward to dizzier speeds.

The United States, land of the split second, buys more and more clocks on which the second hand has grown from a sliver to a full-sized pointer as large as the minute hand. Gaps that used to punctuate the evening radio entertainment have disappeared because programs are now scheduled on the second.

Trains listed to leave on the minute actually leave on the second. The world-wide reputation of an athlete may hang on a fraction of a second, a segment of time so small that a special timepiece, the stop watch, had to be invented to record it.

But with one European refinement of time and clocks, America does not conform.

### Trains Leave at Double "O"

Trains on the continent can leave at 0:0 because the continental railroad schedule for most countries is now based on 24 hours instead of 12 hours a. m. and 12 hours p. m. By international agreement a train that arrives at midnight, arrives at 24:00; also by agreement a train that leaves at midnight, leaves at 0:0. Some clocks in railroad stations show numerals 1 to 24; others have numerals 13 to 24 within the ring 1 to 12. England alone has not gone over to continental railroad time.

Hours as recorded by modern timepieces are a relatively recent invention. Martin Luther would find our clocks decidedly queer; Napoleon's instinct for order would be gratified to know that the hour had at last been standardized at 60 minutes.

In Paris until 1819 the hour was a variable unit of time lengthening in summer time, shortening during the winter days. It was the Paris equivalent of our daylight saving system; 6 o'clock came when dawn arrived.

### When the Day Had 13 Hours

In Nürnberg and other parts of Central Europe another system was used down to 1809. At the time of the equinoxes day and night were divided into twelve hours equally; day time beginning at dawn, not midnight; night beginning at sundown, not noon.

But as winter came on and the days grew shorter the hours allotted to day were cut off so that, in December, night hours were numbered 1 to 16; day, 1 to 8. The reverse was true in summer. A season of the year was often referred to as the time when the day has 16 hours.

Great Britain has come into possession of the territory that makes up British India in various ways. The nucleus was taken over from the British East India Company. To this has been added territory gained by force of arms, by purchase, and by cession.

The complexities in Indian life that arise from its intricate governmental fabric are added to a still more staggering tangle due to religions and castes. Thus in some of the provinces it has been necessary to stipulate the numbers of representatives that can be elected by the different religious groups. A demand by the Sikhs for more representatives after the Hindus and Moslems had reached an agreement practically deadlocked the London Conference.

It is in the native states, which would be only indirectly affected by a new governmental pattern for British India, that the picturesqueness of India is found. In the five hundred odd states every shade of sovereignty exists from practically absolute monarchy to almost complete dependence. In the greatest of the states such as Hyderabad, Mysore, Kashmir, Gwalior (see illustration) and Baroda, the ruling princes or maharajas are virtually kings in their own right. They maintain their own armies, collect their own revenues, and have the power of life and death over their subjects.

Great Britain has treaty arrangements with the rulers of the Indian states whereby they agree not to send representatives to each other or to enter into alliances except with Great Britain, in or out of India; and whereby they carry on all foreign affairs through Great Britain. It is in such tenuous ways that some of the more independent states have become a part of the British Empire.

**Bulletin No. 1, March 2, 1931.**

Note: For illustrations and descriptive matter about the customs and distinctive features of life in India consult: "Oriental Pageantry of Northern India," and "Houseboat Days in the Vale of Kashmir," October, 1929, *National Geographic Magazine*. See also: "Working Teak in the Burma Forests," and "Strange Tribes in the Shan States of Burma," August, 1930; "Pathfinder of the East" (Vasco da Gama), November, 1927; "Streets and Palaces of Colorful India," July, 1926, and other articles in the *National Geographic Magazine* which may be found by consulting the Cumulative Index of The Magazine in your school or public library. For supplementary reading see "Burma Emerging as a Country," GEOGRAPHIC NEWS BULLETIN, December 22, 1930.

*© Photograph by Sir Alan J. Cobham*

**THE PALACE OF AN ABSOLUTE INDIAN MONARCH**

**Here, at Gwalior, 76 miles south of Agra, is the palace of one of the most powerful Maharajas. The British Indian Government has only a resident posted at his court to attend to external affairs. The citadel at Gwalior is one of the grandest native strongholds in India.**

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## Valparaiso, Crescent-Shaped Gateway to the Lone Star Republic

VALPARAISO, one of the stops on the South American tour being made by the British Princes, is the chief port of Chile and a modern metropolis of more than 200,000 population.

Like a vast jewel-studded sickle, the long, curved shore line of Valparaiso flashes and twinkles before the traveler sailing into the roadstead after nightfall.

Straight handle and curving blade gleam for miles through the darkness, and in the distance the jewels rise higher and higher until they seem to join the stars of heaven, causing one to wonder where earth ends and sky begins.

### The Source of the Lights

When the morning dawns and its mists are burnt away the explanation of this magic night scene appears.

Out of the distance to the left comes the fine boulevard through Viña del Mar, Chile's summer residential dreamland; its lights formed the sickle's handle. Along the arc of the shore creeps the boulevard and the connecting downtown streets; their lights outlined the curving blade.

At distances of from one to six blocks from the beach, high bluffs rise, their faces occupied by small houses anchored perilously to the rocks, and their heights crowned with the big houses of the older residential district; the lights along the rocky stairs and walkways of cliffside and height, and in the myriad windows of houses, were those that seemed to sing with the stars of the night sky.

### "Valpo" for Short

"Valpo," as the city is called down Chile way, much after our North American fashion of shortening Philadelphia into "Philly," has reminded many travelers of other cities. The late Lord Bryce, great traveler that he was, found it recalling Spanish and Italian towns which glitter on the cliff-bound shores of the Mediterranean, particularly resembling Messina in being very long and extremely narrow, with the cliffs leaving nothing but a few blocks between their bases and the shore. Others have likened it to Trebizond, on the Black Sea, or have seen bits of Istanbul, (Constantinople) and Seattle in it.

Here and there steep paths and rock-hewn stairs wind up deep gullies, but with few exceptions they are too steep for anything but the feet of beasts and men.

In the main, communication between the business district below and the older residential district above is by elevator and ascensor, of which there are a dozen or so.

### Traveling Markets

The market folk find their way around with panniered donkeys and horses. Here is a perambulating meat market, the dealers' wares being hung on hooks attached to the panniers; there a peripatetic bakery, and yonder a milkman with two cans of milk slung on either side of his horse, each can with a spigot at the bottom, so the milk can be drawn for the customer at the door (see illustration).

The transportation problem in Valparaiso is not as acute as in most cities. The heavy hauling is done on streets near the water front, and there is little use for carriages or automobiles in the business district. The streets, therefore, are almost completely given over to trolley cars and busses. Most of the con-

Greenwich's master clock for the world has a dial with numbers from 1 to 24. It is located exactly on longitude 0 degrees, 0 minutes and 0 seconds. Here the maps of the world begin because all longitude is numbered from Greenwich—usually both to the east and to the west— and all time bands are fixed with reference to the English observatory outside London. Eastern, Central, Mountain, and Pacific times in the United States are adjusted with reference to the Greenwich master clock, although the Naval Observatory at Washington, D. C., gives out the official signals through Arlington wireless station.

**Bulletin No. 2, March 2, 1931.**

Note: See also "Florida, the Fountain of Youth," January, 1930, *National Geographic Magazine.*

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**THE WORLD'S FASTEST RACE TRACK, DAYTONA, FLORIDA**

**Dazzling white, of coquina (coral) and sand, this flat, tide-swept beach is so wide that 50 or more cars may drive abreast. Famous in the annals of speed tests, this beach has seen both motor racing triumphs and tragedies. Here, Captain Malcolm Campbell, British racing driver, recently set a new world's land speed record.**

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## Nova Scotia, Canada's "Way Down East"

COMMUNICATION systems were broken and rail traffic in Nova Scotia was brought virtually to a standstill in mid-February as a result of one of the worst storms that ever struck Canada's "Way Down East."

Nova Scotia is the most easterly province of Canada and is all but surrounded by the sea. Situated far out in the Atlantic, these coasts were alike the haunt of Norse rovers in the tenth century, and the landfall of John Cabot—the first sighting of the continent of North America of which there is record.

The earliest known landing in the New World was that of the younger Cabot, who visited Cape Breton Island a year before Columbus reached the mainland. Upon this landing England based her claim in the long struggle for its possession that ensued with France.

### Louis XIV'S French Still Spoken

From these earliest maritime beginnings Nova Scotia has continued to be the most maritime of all the so called "Maritime Provinces." No part of the province is farther than thirty miles from the sea, and there are tales of ships—frigate-of-war, privateer, pirate and buried treasure, for every mile of her harbor-indented coast. And she still is—will always be—the gateway of the Atlantic. Her ports are six hundred miles nearer to those of Europe than is, for instance, New York; and so far easterly is her projection that Sydney, Louisbourg and Halifax are closer to Rio de Janerio than is New Orleans.

Historically Nova Scotia is a land of first things—the first European settlement North of Florida; the first road in Canada, built by the French soon after 1604; the first representative government; and the first university in Canada—the oldest, too, in the British Empire outside of the British Isles. Here the first Atlantic cable was landed, and from here Marconi sent his first wireless message between the two hemispheres.

In the Acadian settlements, both on the West Coast (see illustration) and in Cape Breton, the French of Louis XIV is still spoken, and in the ruins of old Fort Anne, of Louisbourg and many another stronghold, the visitor may retrace the long struggle between England and France in the New World.

### As Gaelic as Scotland

Between 1773 and 1828 more than 25,000 Scotch Highlanders emigrated to Nova Scotia, a stream that has made portions of the country, especially Cape Breton Island, as Gaelic as Scotland.

There are still communities of their descendants where the Gaelic tongue that hurled defiance at Caesar from the shores of Britain two thousand years ago is as familiar as English; churches where sermon in both languages may be heard; glens where the pibroch sounded in the late war, and bronzed kilted Highlanders—Nova Scotia Highlanders now—made common cause with English Loyalist and French Acadian.

American sportsmen have long known Nova Scotia for its moose, deer and caribou hunting, its salmon and trout—and the only tuna fishing (that most exciting sport in the angler's calendar) on the north Atlantic coast. Yachtsmen all over the world know its superb harbors and the unparalleled cruising of the Bras

ductors on the cars are women, and a serious-minded, not-too-prepossessing lot they are.

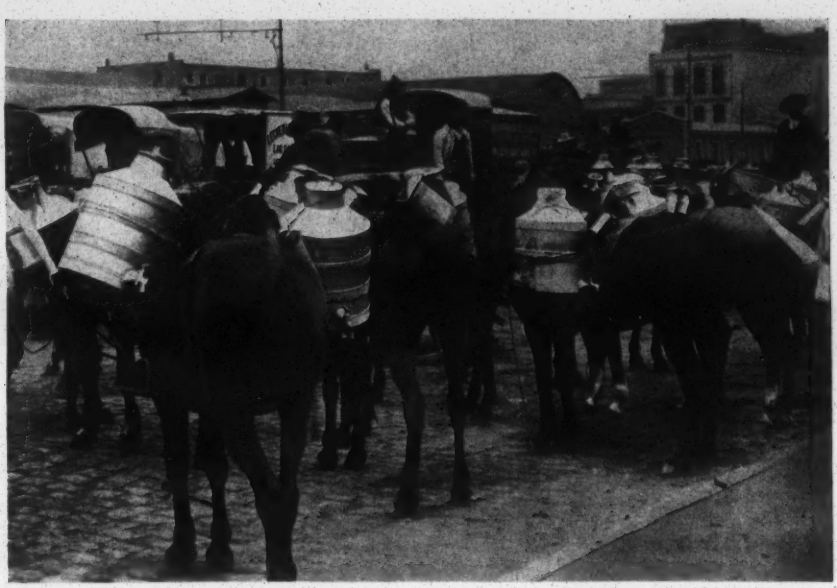
### One Vast Flower Garden

The life which ebbs and flows downtown and on the heights of Valparaiso may be picturesque and distinctive, but the real thrills are reserved for those who go to its Viña del Mar in summer. Playing the dual rôle of an Atlantic City and a fashionable suburb, this community is one vast flower garden five miles long, climbing from the seashore to the heights. Villas bowered in roses, wistaria, poppies, pansies, blooming trees, and rich shrubs; chalets standing on terraces clad in all the gay colors of Chile's floral wealth; high-walled gardens, formal in treatment but warm and beautiful in aspect—all these join with blue sky, gray rocks, and ultramarine sea to make a setting for the gay summer life for which the great seaport has long been famous.

Horse racing is a passion with the Chileans, and the summer racing season at the Viña del Mar Jockey Club brings to its tracks the best stables of the whole country. The grand stands on Sunday present a living Who's Who of Chile.

**Bulletin No. 3, March 2, 1931.**

Note: Chile, one of the most important countries of South America, is described and illustrated in the following articles in the *National Geographic Magazine*: "Flying the World's Longest Airmail Route," March, 1930; "Twin Stars of Chile," and "Scenes of Beauty in Copper Land," February, 1929; and "A Longitudinal Journey Through Chile," September, 1922. For supplementary reading consult: "The World's Highest Telephone Cable," December, 1930 and "A Voyage to the Island Home of Robinson Crusoe," September, 1928.



© *Photograph from Ewing Galloway*

**VALPARAISO'S MILK WAGONS—MINUS THE WAGON**

**South America's greatest need to-day is good roads. In Chile pack horses, high-wheeled carts and ox wagons are still the principal means of transport, except within a few miles of the larger cities. Chile, however, has recently launched a good-roads program and has already become an active market for American motor cars.**

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## Some Strange Commodities That Enter World Trade

ANNOUNCEMENT that a Danish firm has contracted for a period of years to buy and distribute the entire production of feathers for beds and pillows of Soviet Russia and Siberia, directs attention to some of the odd things that enter into world trade.

Fuzz from deer horns, choice bristles from pigs' necks, gall stones from steers, human hair, dried beetles, cricket dust, and beef blood are a few other strange commodities with which nations balance accounts.

Chinese fuzz collectors hunt young deer, scrape their newly "sprouted" horns for a fuzzlike substance, and ship it to Chinatowns in many foreign countries where the orientals use the fuzz for medicinal purposes.

### Pig Bristles, Dried Crickets and Human Hair

In the mixed cargoes from Chinese ports, customs inspectors find cases of pig bristles, destined to foreign brush makers; ground, dried crickets, a native Chinese medicine for cancer and fever; dried egg yolks and albumen which find their way into American and European confections, baked goods and medicines.

Down the Yangtze from remote parts of China sail native craft with cargoes of tung oil, an important ingredient of oilcloth and varnish that will not water stain; and stick-lac, the sap of an oriental tree which is used by manufacturers of shellac and sealing wax. Human hair still is shipped from China to the United States where it is treated and dyed, returned to China to be made into hairnets, and reshipped to the United States.

### Seaweed, Gall Stones and Sea Worms

China also receives some strange cargoes. Seaweed from the Asiatic coast is shipped to Chinese and other oriental ports where it is prepared for fertilizer while some of it furnishes ingredients for glue. Gall stones from Argentina are popular as charms among some Chinese.

Chinese and Japanese importers purchase supplies of bêche de mer, sea worms from the waters of the East Indies and Australia for palatable soup, while there is a steady trade among the people of the East Indies and those of the Asiatic continent in betel nut, the fruit of the betel palm which is the chewing tobacco of the East.

Betel nut chewing blackens the mouths of the many men, women and children of the Pacific Islands and continental Asia.

### Insects, Jumping Beans and Blood

Japanese chrysanthemums are bundled and shipped to many parts of the world and used in the manufacture of insecticides. Ethiopia adds to the strange list of commodities a liquid extracted from the civet cat which is used by perfume manufacturers. The Canary Islands and Mexico contribute cochineal, little red bugs collected from cactus leaves. They are shipped to England and Germany and used in dye manufacturing.

Italy has a corner on the world supply of orris root upon which many thousands of civilized babies have cut their first teeth, and there is a shortage in the

d'Or Lakes. Now every year more motorists are discovering its nearness and its 2,000 miles of fine motor roads.

The climate of the province is tempered by the Gulf Stream, which runs north-easterly and parallel to the coast of Nova Scotia until it meets the Arctic current flowing south. The minimum temperature on record for Halifax is —17 and the maximum 98.7 and for Yarmouth a minimum of —11.7 and a maximum of 84.3. Apart from the effect of the Gulf Stream, the nearness of the ocean gives a milder climate than that of many more southern parts of the mainland.

**Bulletin No. 4, March 2, 1931.**

Note: For supplementary reading consult: "Canada From the Air," October, 1926; "Our Heritage of the Fresh Waters," August, 1923; and "The Charm of Cape Breton Island," July, 1920, in the *National Geographic Magazine.*

*© Photograph courtesy Royal Canadian Air Force*

**OVER THE EVANGELINE COUNTRY**

**The pleasant Annapolis Valley, scene of the famous Longfellow poem "Evangeline," is to-day famed for its apple orchards. This is what Bridgetown, Nova Scotia (west coast), looks like from an airplane.**

supply of the commodity. Dragons' blood, a red resinous substance from an oriental palm tree, used in the United States and Europe to color varnish, is produced and exported by Siam.

### Kapok and Spanish Moss

Peru is the native home of the cinchona tree from the bark of which quinine is produced, but Java now produces a larger supply for export. The same ships that transport cinchona bark from Java carry cargoes of kapok, used in the United States and Europe as stuffing for pillows, cushions and life saving apparatus. Spanish moss from Louisiana is also used in upholstering (see illustration).

Argentina is the source of about half of the United States' import of 10,000 tons of cattle blood which is principally used in the manufacture of fertilizer. Brazil furnishes the world with large quantities of animal bones, bone dust, hoofs, and horns for the manufacture of gelatine, glue, and soap.

**Bulletin No. 5, March 2, 1931.**

Note: Consult the Cumulative Index to the *National Geographic Magazine* in your school or public library for stories of strange and fascinating articles of world trade. One of the best of these stories is "Manchuria, Promised Land of Asia," October, 1929.

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**SPANISH MOSS IS USEFUL AS WELL AS SCENIC**

**A scene in St. Martinville, Louisiana, showing a pile of moss being soaked with water to hasten decomposition of the useless outer layer. The inside fiber will then be sold as a stuffing for upholstering.**